

# Memorandum



**DATE:** April 5, 2002

**TO:** Study Committee

**FROM:** TMP Update Staff and Consultant Team

**SUBJECT:** Phase 2 Regional Travel Focus Area

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**Regional Travel Focus Area** This memo describes the approach proposed for Regional Travel policy focus and introduces the attachments providing background on the regional corridors. A significant increase in current employment and the expected large future increase with limited housing growth in the city suggests increased commuting by employees from outside of Boulder. Consequently, regional travel is one of the four primary focus areas identified for the TMP update, along with Travel Demand Management, Multimodal Corridors and Funding. The overall objectives in this focus area are to:

- identify which regional corridors are significant to city transportation efforts;
- prioritize these corridors for future focus and investment; and,
- define the vision for the regional corridors, their relationship to the city's multimodal corridors and our approach for achieving this vision.

The Regional Travel work tasks and products for Phase 2 fall into three broad areas of work:

1. **Evaluate Socio-economic Base Data and Projections** : Collect updated information for regional population and employment estimates and growth forecasts and demographics. Map existing and projected distributions and describe potential implications on local and regional travel. Include information from the Jobs to Population project that describes expected changes in the economy, work force characteristics and travel patterns.
2. **Describe Current Travel Conditions** : Describe existing corridors and facilities, travel characteristics such as volumes, level of service, etc., including local and regional transit service. Assess transit coverage and linkages. Identify proposed improvements to the corridors, their schedule, cost and funding. Using survey data and modeling, map linkages between employment centers and residential areas relative to available transit service for both regional travel and for subcommunity travel. Display existing travel flows through band width mapping and identify the key communities that produce travel to Boulder, the purpose of this travel and where they go.
3. **Project Future Travel Demand**: Based on projected population and employment and demographic characteristics, project future travel demand for each corridor, modal characteristics of these trips and the adequacy of the existing and planned facilities and transit service. Characterize the likely impacts and identify potential improvements and funding strategies.

**Steering Committee's Work.** To prepare for your work on regional travel, please review the attachments describe below. At its April 15<sup>th</sup> meeting, Steering Committee will be asked to comment on the proposed process to characterize regional travel and corridors.

The first item attached to this memo is a map of the current multimodal corridors and their connections to several of the regional corridors. Regional corridors identified on this map due to their direct connection to multimodal corridors are US 36, the Longmont Diagonal and the companion facilities of Arapahoe, Baseline and South Boulder Road.

The second attachment is a summary table from the Boulder Valley Count Program. This table shows recent and historical vehicle per day (vpd) counts for all the roads leading into the Boulder Valley. Base on the 2001 counts, the five corridors shown on the corridors map carry about 64 percent of the vehicle traffic entering and leaving the Boulder Valley. US 36 and the Longmont Diagonal are clearly the largest roadways connecting to the city, with over 81,000 and 43,000 vehicles per day respectively. South Boulder Road has the next highest volumes at 25,000 vpd, followed by Broadway south of the city limits with 20,000.

Due to their direct connection to the multimodal corridors and high volumes, US 36, the Longmont Diagonal and Arapahoe would certainly seem to be regional corridors to be considered in the Update. The Study Committee is asked to consider which other corridors, if any, should be added to the analysis and on what basis. One approach would be to simply use current or expected traffic volumes on the corridors. Another would be to follow the strategy of the Regional Transportation Task Force, which considered these corridors plus US 36 north on the Foothills Highway and SH 119 on the Boulder Canyon Highway, as they provided links to other communities in Boulder County.

The third attachment is an initial background paper on the status and current activities affecting the regional corridors. Some corridors, such as US 36, have been the focus of significant work over a number of years and have a well defined vision supported by the city and the other communities along the corridor. Other corridors such as SH 93 south of town have received very little attention.

Attachments:

- Multimodal Corridors and Regional Corridors
- Boulder Valley Count Program Summary
- Regional Connections Overview of Current Activities